

CONFIDENTIAL**INFORMATION REPORT INFORMATION REPORT****CENTRAL INTELLIGENCE AGENCY**

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COUNTRY

Bulgaria

REPORT

SUBJECT

1. Radar and Other Observations on
Sofia-Petrokhan Road

DATE DISTR.

3 September 1958

NO. PAGES

3

REFERENCES

RD

2. Petrokhan-Bihaylovgrad Road:
(conditions & security including
description of bridge)

DATE OF
INFO.PLACE &
DATE ACQ.**PROCESSING COPY**

APPRaisal OF CONTENT IS TENTATIVE.

SOURCE EVALUATION

Radar

1.

Approximately 100 meters east of the Sofia-Petrokhan road and nine kilometers from Sofia there is a radar apparatus situated on a mound, five meters high. The area of the radar apparatus is wooded, approximately 25 by 100 meters in size and surrounded by a fence. In addition to the radar there are several buildings, one of which is approximately eight by four meters in size and located at the foot of the mound on which the radar is situated. This radar serves Kumanitsa airfield.

Route and Road Conditions

2.

The route of the Sofia-Petrokhan road is as follows:

Towns and Villages**Kilometer Distance from Sofia**

Voluyak	11
Kostinbrod	16
Gradets	22
Belendie Khan (sic)	26
Dutsin Prohod (sic)	38
Gintel	55
Petrokhan (sic), Svoge Okoliya	60

3.

The conditions of the Sofia-Petrokhan road is generally good and the width varies as follows:

- Eight meters wide up to the 10 kilometer mark with one meter wide shoulders on either side.
- Six meters wide between the 10 and 16 kilometer marks with one and a half meter wide shoulders on either side.

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- c. Six meters wide between the 16 and 50 kilometer marks with one meter wide shoulders on either side.
- d. Four meters wide between the 50 and 60 kilometer marks with one-half meter wide shoulders on either side.

4. Between the 50 and 58 kilometer marks the road covers rough country. The surface of the road is cobble for the first ten kilometers and thereafter it is gravel. There are no tunnels on the road nor are there strategic points where the road can be destroyed.

5. At the 39 and 47.3 kilometer marks there are concrete antitank obstacles. Each obstacle consists of two blocks approximately two meters apart and a third block on rails which can be wheeled to block the road in an emergency. Each block is one meter long, 1.70 meters high and two meters broad.

Bridges

6. The concrete road bridge at the 7.8 kilometer mark crosses railroad tracks. It is approximately 25 meters long, six meters wide and unguarded. The road surface across the bridge is cobbled and bordered by steel railing on either side which are 60 centimeters high. The road platform of the bridge is approximately five meters above the railroad tracks and the shoulders at each end of the bridge are precipitous.

7. There is another unguarded, concrete bridge at the 17.4 kilometer mark on the road which is described in the sketch on page 3. This bridge is approximately 20 meters long, five meters wide and bounded by precipitous banks at each end. The road surface is gravel, the bridge platform is approximately three meters high and there is a 60 centimeter high steel railing on either side of the bridge roadway.

Petroldhan-Mikhaylovgrad Road

8. The road beyond Petroldhan to Mikhaylovgrad is not open to the public. A wooden bar blocks the road which is guarded by a Militiaman. Although on 11 May a Militiaman said that the road was closed because bridges on the road were destroyed, two 3-ton, Zis trucks, market SF-0062 and SF-0683 and carrying lumber, entered the road. The road was still closed between 20 and 31 May 1958.

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Distribution of Attachments

Army - Loan

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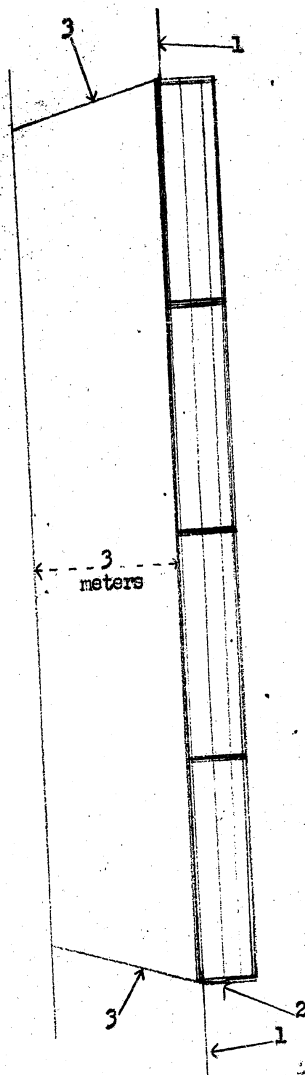
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NOFORN/CONTINUED CONTROL

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Legend:

- 1. Road
- 2. Railing
- 3. Precipitous banks

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NOFORN/CONTINUED CONTROL

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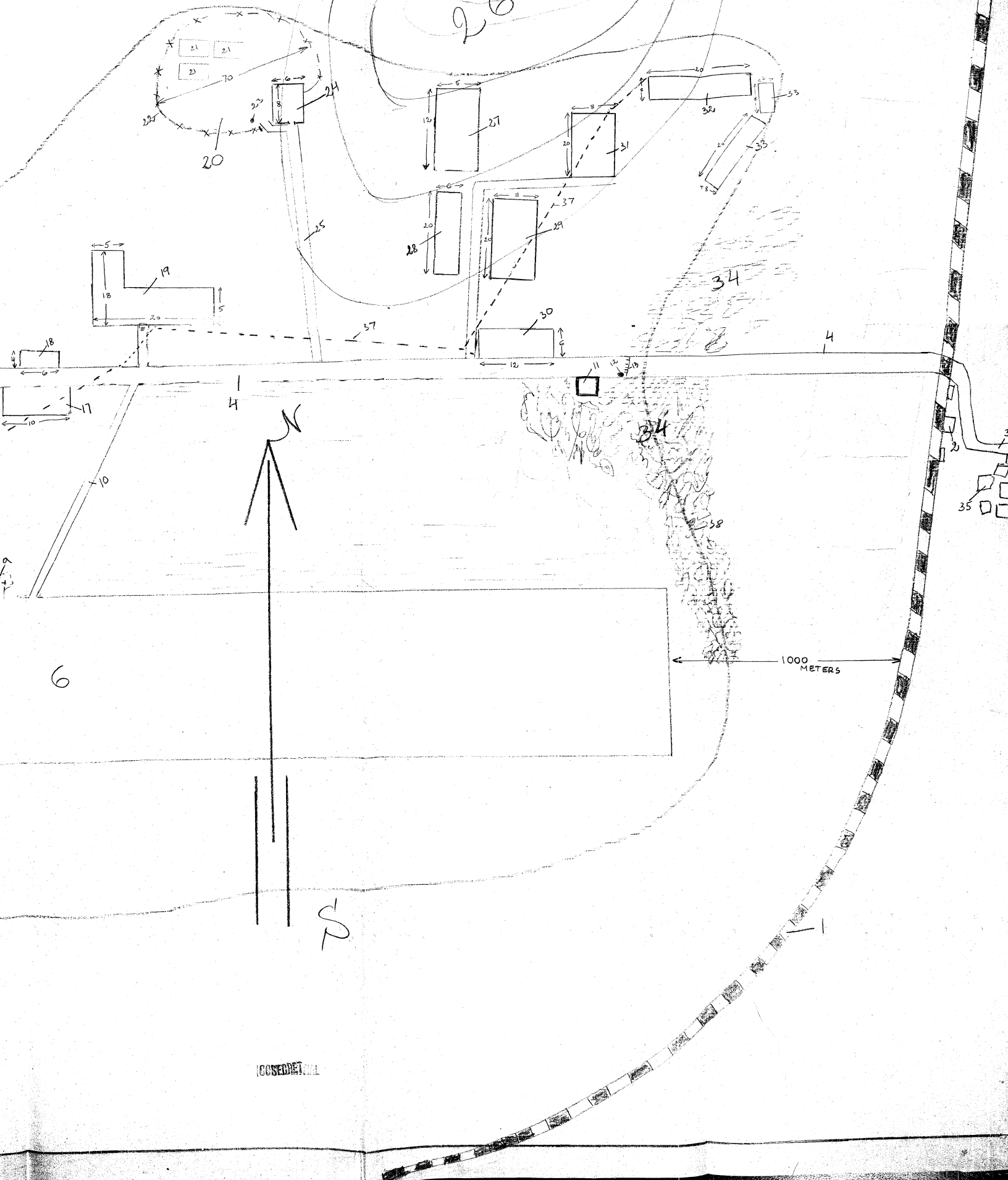
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LEGEND TO SKETCH OF UZUNDZHOVO AIRFIELD

1. Khaskovo-Dimitrovgrad Railroad.
2. Uzundzhovo Railroad Station.
3. Gravel road from Uzundzhovo Railroad Station to Uzundzhovo Village.
4. Gravel road passing from Uzundzhovo Railroad Station through the airfield to the Khaskovo-Dimitrovgrad Highway.
5. Khaskovo-Dimitrovgrad Highway (asphalt surface).
6. Runway (The auxiliary runway is not shown on the sketch).
7. Concrete platform for the two jets "on duty."
8. Concrete platforms surrounded by an embankment of earth for parking the jets.
9. Concrete platforms for parking the jets.
10. Dirt road, connecting the main buildings of the airfield with the runway.
11. Guardhouse.
12. Sentry at the eastern entrance.
13. Barrier.
14. Sentry at the western entrance.
15. Guardhouse at the western end of the airfield.
16. Weather Station.
17. Storage for airplane spare parts.
18. Workshop for re-charging of batteries and oxygen containers.
19. Main building.
20. PCL's.
21. Fuel reservoirs; each one about 40-50 tons.
22. Two-meter high barbed wire fence with a break for entering.
23. Sentry.
24. Office at the PCL's.
25. Dirt road.
26. Hill with a stone quarry.
27. Storage.
28. Food storage.
29. Pilot's dining mess.
30. Hospital and medical service.
31. Soldiers' dormitory.
32. Soldiers' dining mess and kitchen.
33. Garages and supply building.
34. Bushes and small trees.
35. A group of four to five apartment houses for the personnel staff of the airfield.
36. Water pump supplying the entire airfield with drinking water. Capacity unknown.
37. Water pipe from the water source to the airfield. The diameter of the pipe is unknown.
38. Border of the restricted zone around the airfield. There is no fence.
39. Hill.

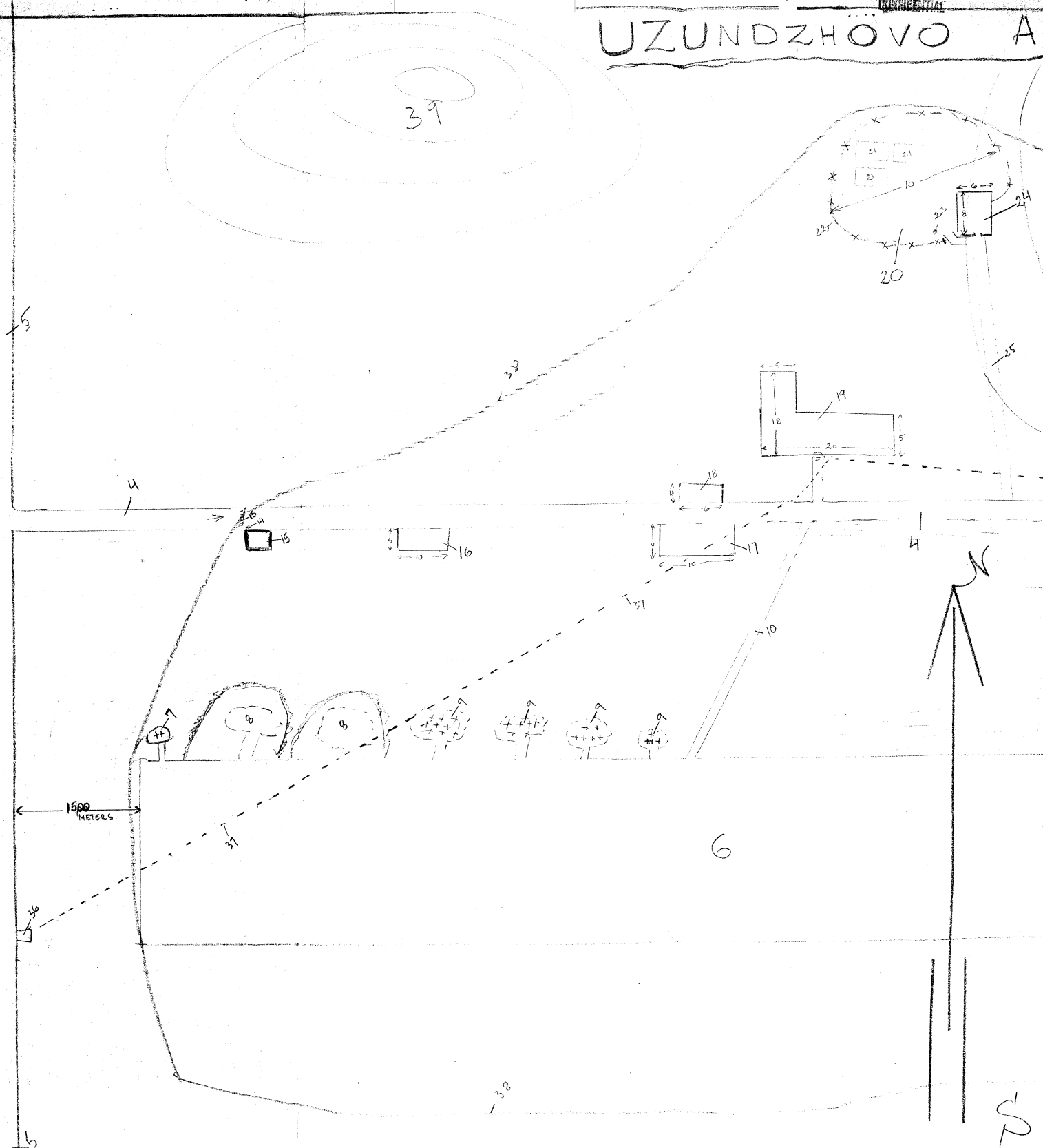
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UZUNDZHÖVO A



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